

## MINISTER DE LOME'S RETORT

### He Says Spain Has a Perfect Right to Search an American Vessel.

Washington, Feb. 12.—Senor Dupuy de Lome, the Spanish Minister, to-night made the following statement to the Journal regarding Richard Harding Davis's story of the searching of women on the Olivette at Havana:

"I don't care to comment on a newspaper story; for I don't believe a word they say.

"The Spanish authorities have a perfect right to board an American steamer, or any other kind of a vessel, and search persons, be they men or women, whom they suspect. A request to the steamer officials is not necessary.

"The government officers have the authority to make the search without first getting the captain's consent."

[De Lome evidently bases the Spanish position on two things: First, An American vessel, or the vessel of any nation, is absolutely under the control of the Spanish Government as to rights of search so long as she is in Spanish waters.

Second, Under the treaty of 1795 Spain is given the right to search American vessels, even on the high seas, for contraband of war.

The outrage consists, in the opinion of experts, more in the manner of the search than in the fact. These searches are no new story. They have been going on ever since the insurrection broke out.

In the case of the Olivette, the Spanish exercised a right which, however outrageous in manner, is technically unassailable in international law.]



Senor Dupuy De Lome, Minister of Spain at Washington.

## AROUSED BY SPAIN'S ACT.

### Congress Will Hear To-day of the Search Outrage on the Olivette.

### LAW MAKERS INDIGNANT.

### Richard Harding Davis's Story of Inhumanity to Cuban Girls Brings Forth Strong Words.

### STATE DEPARTMENT HAS NO REPORT YET.

Washington, Feb. 12.—The story told by Richard Harding Davis of the outrageous manner in which Cuban girls were searched on board the American steamer Olivette has aroused so much indignation here that a resolution on the matter will be offered in the House to-morrow. The fact will be urged that, while Spain technically has the right to search vessels in her ports, this in no way excuses the disgraceful conduct of the officials at Havana.

State Department Stirred.  
The Olivette search was the chief topic

of State. It was generally agreed that such incidents afford the best opportunity this Government could have of making demands upon Spain and give the best excuse for abandoning the attitude of patience and toleration toward Madrid with regard to Cuba.

The Navy Department officials refrain from expressing themselves regarding the necessity for a warship at Havana. They say that the appearance of one vessel there would call for the entire fleet. Its ominous aspect would not be dispelled by

### ROUGH SEAS INTERFERE.

Fleet at Charleston Prevented from Going Through the Manoeuvres—The Indiana Arrives.

Charleston, S. C., Feb. 12.—Nothing has been done so far in the way of the naval manoeuvres, and the sea is running so strong outside that the gun practice of the ships is interfered with.

This afternoon the cruiser Marblehead came up to the city and anchored off the battery. She has received orders to proceed to Jacksonville Monday, and it is understood that she will go from there to Mobile in a few days. The Vesuvius is anchored near the rest of the vessels, and gave no intimation of an attempt to run the blockade. The dynamite cruiser, in fact, was apparently having an uncomfortable time of it in the heavy sea that was running. She was rolling and plunging about in a manner that rendered a footing on her deck insecure to landmen. The Amphitrite was coaled during the day, but she will not rejoin the fleet until to-morrow.

The Indiana arrived last night, and the Newark and Massachusetts are hourly expected.

### STANTONS TO BE ARRESTED.

Alleged Kidnappers of Millionaire Richardson in England.

Montreal, Feb. 12.—It is learned here that the Stantons, man and wife, who are said to have kidnapped the United States millionaire, Richardson, are under surveillance in England, and that they will be arrested as soon as the necessary papers are obtained.

## DEPEW MAY NOW PACK HIS TRUNK.

### Morton Clears the Way for Him to Be Ambassador to England.

### ORGANIZATION FOR HIM.

Platt, Odell, Hackett and Lauterbach Express Their Wishes to McKinley.

Dr. Chauncey M. Depew will be all human probability be the next Ambassador to England, and thus a positive statement made by the Journal on February 11 is corroborated. The only obstacle that really ever stood in his way was the candidacy of ex-Governor Morton, and now that gentleman has immeasurably simplified the situation by withdrawing his name from consideration. He did so in a letter carried to Canton by Charles T. Saxton, in which he not only told Major

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## LONDON PAPERS DISCUSS THE BALL.

### Bradley Martin Affair Eulogized in the Cabled Reports.

### "PERFECT," SAYS THE TIMES

New York Society Men and Women Seen at Their Best.

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London, Feb. 12.—English and French papers to-day are full of accounts of the Bradley Martin ball, reviewing, for the most part, the spectacular side of the function. There is here, of course, a tendency to poke a certain amount of fun at this gorgeous display of magnificence, and the evocation of monarchical memories in up-to-

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## PULLMAN COMES TO STOP HIS SON.

### Chicago Millionaire Does Not Approve of the Wine Business.

### ESCAPADE IN CHICAGO.

It Is Said Young Pullman Was Disinherited as a Matter of Discipline.

Chicago, Feb. 12.—Last night when George M. Pullman, the palace car magnate, opened his New York Journal and read that his son, Sanger, was going into the business of selling champagne, he was so deeply affected that this afternoon he departed for New York with the express intention of dissuading his discarded heir from such a purpose and, if possible, effecting a reconciliation with him. His friends say he was more markedly agitated than at any time during the great Debs strike, when his millions were at stake.

It was less than a month ago that Sanger was disinherited and told to go out in the cold world and shift for himself. How he went to New York and became engaged by Frank Hubbard as an agent for the sale of a certain brand of champagne has been told in the Journal.

Sanger is one of a pair of twins, George M. Pullman, Jr., being the other. They were born twenty-two years ago and look so much alike that their intimate friends have trouble in telling them apart. They were hardly out of knickerbockers when they set a pace in life so swift as to astonish their older and better seasoned companions. They were furnished with plenty of money and they spent it prodigally. For a time the father saw no reason to check his sons in their high rolling. He knew of some of their escapades, but they were always explained as youthful pranks and no word of censure escaped his lips.

His Brother Settled Down.  
Still, he was greatly relieved a year ago when George M. Jr., became engaged to Miss Felicitie Oglesby, the daughter of ex-Governor Oglesby, and, in order to satisfy that young lady, dropped his objectionable habits. The young fellow was devotedly attached to his dance and soon settled down to a quiet life. Pullman père fondly hoped that the excellent example set by one son would be followed by the other, but he was disappointed.

Sanger showed no signs of slackening his pace, and time and time again Mr. Pullman found it necessary to bring all his influence to bear to save the youth from trouble, but the latter was hardly out of one scrape before he was in another. These "boyish pranks" had a culmination a few weeks ago, when Sanger appeared at the Auditorium Annex in company with a woman whose reputation was not of the best and introduced her as his wife.

Summoning the boy before him, Mr. Pullman asked for an explanation; none was forthcoming, and Sanger was informed that he would be punished by disinheritance. More than that, he must leave the Pullman mansion and make his own way in the world. If he conducted himself properly he would again be welcomed to the Pullman hearthstone, but if he did not, he need not look for a penny of the Pullman millions. Sanger never whimpered, but swallowed his medicine like a man, and, as has been proved, he lost no time in putting himself in the way of making a living.

Does Not Approve of Selling Wine.  
It is a question which scandalized Mr. Pullman the more—the Auditorium episode, or the fact that the son had determined to make his way by selling wine. The life of a wine agent is not an easy one, and he is taken to pieces in the pursuit of business that are ribbed by careful fathers. But no matter what Mr. Pullman's feelings in the matter may be, he is determined on one thing. He will prevail upon his son to return and be forgiven, and if necessary he will kill the biggest fatted calf in his friend Arnold's stock-ade to make the event a thoroughly happy one.

Preparing to Meet His Father.  
Sanger Pullman had evidently heard of his father's trip last evening, for at 7:30 o'clock he retired to his apartments at the Buckingham Hotel, presumably to prepare for the ordeal. He left word that under no circumstances should he be disturbed.

## A FOOT OF SNOW; MANY BLOCKADES.

### Yesterday's Big Storm Congested Traffic Everywhere.

### WORK FOR THE STARVING

### Unemployed to the Number of 6,500 Were Put at Shovelling Snow.

### BLOCKADE IN PARK ROW.

### Sweeping Machine Broke Down and Delayed Cars Till Its Removal Was Effected.

### ELEVATED ROADS, TOO, SUFFERED

### On the Sixth and Third Avenue Lines Men Were Stationed Between Stations to Signal the Condition of the Tracks.

## STATISTICS OF THE SNOW STORM.

Depth of snow, in inches.	12
Blockades	60
Vessels delayed	4
Trains behind time	46
Snowshovelers employed	6,500
Accidents	75

S NOW began falling at 3:30 o'clock yesterday morning. It fell steadily all day and far into the night, until it lay a foot deep in level places. Then the snow changed to sleet and back again to plain, beautiful snow. It impeded traffic in many streets in the city, particularly in those running to the ferries. This was especially true of Deq, Cortlandt, Fulton and Whitehall streets. On each one of these streets most of the blockades encountered occurred, although Chambers street, Park row, Desbrosses and West streets had their share of this kind of trouble.

Even on the elevated roads there was slight delay in running the trains. This was because the heavy fall of snow obscured the tracks, and engineers had to slow up and proceed cautiously. On the Sixth and Third Avenue lines men were placed between the stations to signal the engineers whether or not the track was clear.

Although the offices of the Street Cleaning Department were closed, it being a legal holiday, Deputy Commissioner Gibson was on hand, attending to special business in connection with the storm. At noon he had a large army of men at work, shovelling snow from the streets into wagons. The first big snow storm of the season, he said, cost the department about \$155,000. The last one cost \$135,000, making a total of \$300,000. He couldn't say definitely, but thought all of the money included in the original appropriation and in the two or three transfers since made to the account for the removal of snow had been exhausted. He expressed the belief, however, that there would be no trouble in securing a further transfer of money to meet the expenses incidental to the removal of snow.

At the headquarters of Contractor G. W. Fucman it was learned that within two hours fifteen hundred men had been engaged and put to work at cleaning the streets. Considerable difficulty was experienced in securing carts, but long before 6 o'clock one thousand of them were on the streets, and following would come clear and cold weather.

On the Third Avenue Cable Road at Baxter street and Park row, a big sweeping machine broke down in the afternoon. It was adding down the incline from Chatham square. One of the cogwheels on the front axle gave way and the platform of the car pitched forward. Half a dozen workmen were on the machine, but all of them jumped off just in time to save their lives. There was one exception, however, and he was the man who controlled the grip. He bravely stuck to his post. He stopped the car, but not until it had traversed down the incline about a hundred yards at lightning speed. A blockade resulted, for the machine jammed the track. Then a cable car pushed the sweeper to the Post office loop, where it was sidetracked with the aid of a team of horses.

Every car line in the city felt the effects of the storm and most of them were able to employ only about half the usual number of cars. These were equipped with two drivers and four horses. The only exception to this rule was in that of the Dry Dock line, which runs through Clinton street, Avenue B and East Broadway. On the Bridge street service was seriously impeded, and consequently the cars were not run on schedule time. At 8:40 o'clock a train that left the Brooklyn station failed to catch the train at the man at the motor through presence of mind and quick action, prevented the train from slipping back.

The motor car brought the train over the Bridge without the use of the cable. Every mail train from the South and West was delayed. Consequently, persons who expected to receive letters this morning will not get them until to-morrow.

### HACKENSACK STILL FAST.

### The Ferryboat Struck on the Sunken Meadows and Cannot Be Moved.

The Hackensack, the double-decked ferryboat of the New York & College Point Ferry Company, went hard ashore at Snaken Meadows, in the Sound, yesterday, in the midst of a blinding snowstorm. There were nine passengers and several teams on board, and they were brought to shore by tugs and a lighter.

The Hackensack was due to leave College Point on her first trip to the city at 6 o'clock in the morning. As a rule the passengers are farmers with loads of produce for the city markets, and mechanics anxious to get to work. Yesterday being a holiday there were but half a dozen teams, with their drivers, and four other passengers. The storm was so severe that Cap-



Chauncey M. Depew, Our Probable Envoy to England.

of comment in the State and Navy departments to-day. At the State Department no official report furnishes an account of such practices, else, say the authorities, prompt protests would be made to Madrid. An intimation from Consul-General Lee or the other diplomatic representatives in Cuba of this disrespect for the American flag and disregard of common decency would have called for an investigation of such occurrences.

The incident which Mr. Davis makes the subject of his dispatch from Tampa was calculated to stir the State Department people from their lethargy and to excite

them to break the studied mystery or silence with which they surround affairs of the excuse that the cruiser came to the Cuban port for the mere purpose of exacting due regard for the American flag or of protecting helpless women on board American ships when their clinging captives are inhumanly powerless.

### State Department in Ignorance.

The trouble appears to be that such instances as that in the cabin of the Olivette either do not reach the Consul-General or he has not yet reported the incident to the State Department. The Wash-

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